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1 Airports - Chicago



THE INTERNATIONAL TERMINAL
CHICAGO-O'HARE INTERNATIONAL AIRPORT
CHICAGO, ILLINOIS

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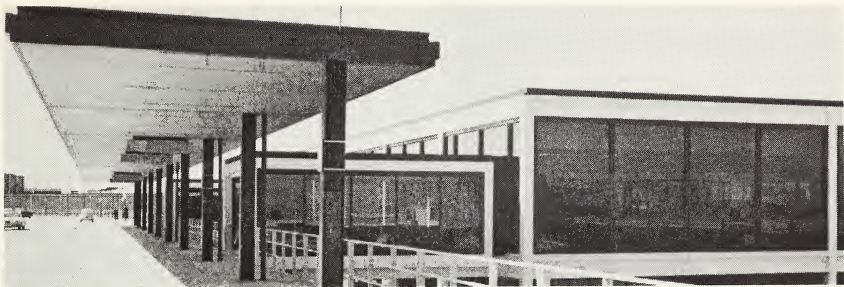
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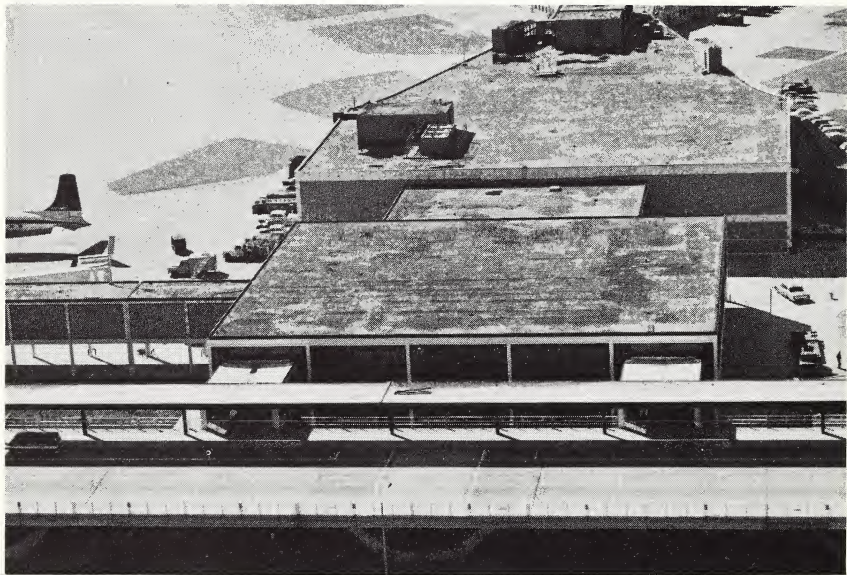
METRO NEWS SERVICE—PHOTOGRAPHY



Chicago has a new gateway to the world! It is fitting that Columbus Day was selected as the date for the formal opening of the new International Terminal at Chicago-O'Hare International Airport, for the parallel in ideas—widened aspects and broader horizons—applies today, just as it did in 1492.

The formal opening of the new International Terminal has a dual purpose: to mark the completion of the final phase of the \$150,000,000 revenue-bond development program under which completely new terminal facilities have been developed at O'Hare Field, and to mark the opening of new facilities to serve International flights. Opening ceremonies serve to focus attention on Chicago's ever-increasing importance as a gateway to foreign lands.

The new domestic terminals at O'Hare Field were placed in operation in early 1962 and were dedicated by President Kennedy on



March 23, 1963, prior to the completion of the International Terminal. The new international facilities utilize the original domestic terminal opened in 1955, vacated in 1962, now completely remodeled and supplemented by a new structure that houses Federal inspection agencies, plus the complete reconstruction of the old finger concourses.

The resulting terminal consists of 185,000 square feet of space. The architecture is in harmony with the remainder of the terminal complex. The cost is in excess of \$3,000,000, not counting the original cost of the structures which were remodeled and reconstructed.

The terminal has been planned so that there is separation between the arriving passenger and the departing passenger. The building is two-level in plan. Departures are handled from the upper level and arrivals on the lower level.

The departing passenger comes to the terminal by way of the elevated roadway, or parks in the parking lot and takes an escalator up to the ticketing level. Within the ticketing area, there are waiting room, concessions and airline ticket counters. When ticketed, the passenger proceeds to the departure lounge that serves the flight upon which he is departing.

There are five departure lounges provided, one in the upper portion of the old terminal building. Escalators take departing passengers to the four departure lounges on the lower level.

Arriving passengers use a corridor to reach Federal inspection agencies. Passengers first enter one of two public health areas, each of which has lounge and rest room facilities, together with examination rooms. Passengers proceed through immigration inspection and into the customs inspection area. Here rotating carousel baggage dispensers



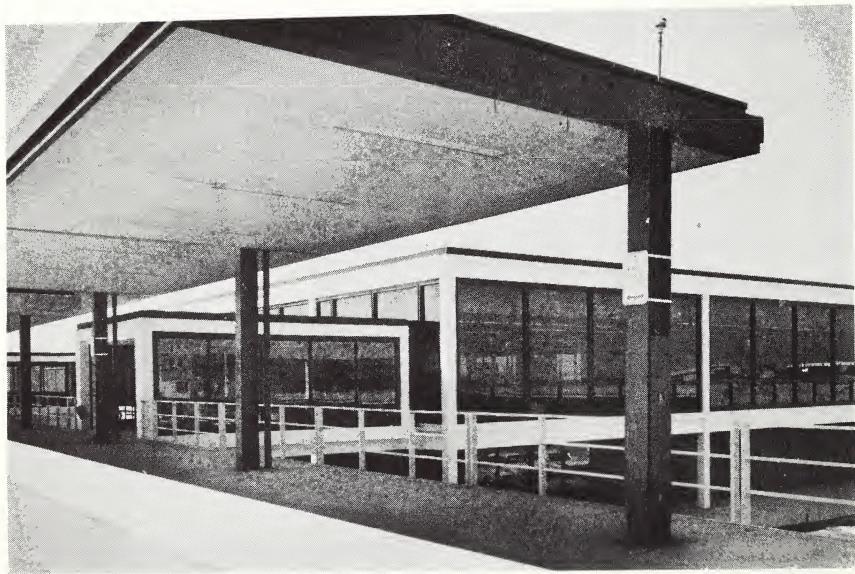
deliver their baggage and the super-market customs inspection counters are nearby. Having cleared through the customs area, passengers proceed into a lobby where they meet family or friends, find transportation to town, or rent automobiles. Passengers can escalate up to the second level of the International Terminal and connect directly with domestic terminals.

Sight-seers and those meeting arriving passengers go to the upper level of the terminal. There is a public observation deck from which airport operations can be observed. In the upper vestibule a glass-enclosed interior court overlooks the customs inspection area and permits the observation of this passenger-clearance procedure.

International aviation activity started in 1953 at Chicago Midway Airport. During that year a total of 490 people were flown to and from European points on direct flights from Chicago. Flights to Mexico City were inaugurated in 1957. During 1958 nearly 90,000 passengers flew to and from Chicago in international flights. This has grown over the years until, in 1962, 170,000 international passengers flew to and from Chicago. These figures do not count passengers of Trans-Canada Airlines, which operates essentially as a domestic carrier between Chicago and Toronto, with passengers pre-cleared through Federal inspection agencies in Toronto. Thus there is no requirement to clear customs in Chicago.

Based on traffic during the first eight months of 1963, international passenger activity will increase 50 per cent over 1962. It is expected that the 170,000 passengers of 1962 will increase to 250,000 in 1963.

The opening of the International Terminal facilities, replacing wholly inadequate temporary facilities, will enhance the passenger generation of International carriers serving Chicago. It is forecast



that the 250,000 passengers arriving and departing in 1963 will increase to over a million within the next five years, and that by 1970, Chicago will be handling nearly one and one-half million international passengers per year, in addition to those carried by Trans-Canada Airlines.

All of the new facilities at Chicago-O'Hare International Airport have been financed with self-liquidating revenue bonds without any burden on the taxpayers. Leases provide fees and rental which wholly amortize the cost of the facilities. Airlines pay rent, ramp rentals, and landing fees which vary as other revenues are developed.

Ten international carriers serve Chicago through O'Hare Field. In addition to Trans-Canada Airlines, which uses the domestic terminal facilities, the nine that provide service through the new International Building are Air France, Alitalia, American, BOAC, Lufthansa, Mexicana, Pan American, Swissair and TWA. American and TWA use the International Terminal only for arriving International flights where clearance through Federal Inspection agencies is required. Departing flights are handled from their facilities in the domestic terminals.

Approximately two thirds of Chicago's International passengers are on European flights and one-third on flights to and from Mexico. The percentage of European passengers is increasing as better and more frequent service is provided. Passenger counts do not include International passengers who use domestic flights prior to boarding an International flight at some other U. S. point.

With Jet all-cargo flights now operating to Europe, all types of foreign activity are setting new records. Passenger volumes are increasing, cargo is booming, and tariff collections are reaching new highs. Chicago's International outlook for the future is truly bright.



THE SCHEDULED AIR CARRIERS SERVING CHICAGO

DOMESTIC AIRLINES

American*

Braniff

Continental

Chicago Helicopter

Delta

Eastern

Flying Tiger

Lake Central

North Central

Northwest Orient

Ozark

Trans World*

United

*Domestic Airlines With International
Flights From Chicago

INTERNATIONAL AIRLINES

Air France

Alitalia

BOAC

Lufthansa

Mexicana

Pan American

Trans-Canada

Swissair





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